

# Memorandum

**To:** Chairman and Commissioners

**Date:** June 1, 2000

**From:** Robert I. Remen

**File No:** F 9  
BOOK ITEM 4.1  
ACTION

**Ref:** STATE LEGISLATION

## **Conference Committee on SB 315**

The Legislature has formed a **Conference Committee on SB 315** to hold hearings on Transportation Infrastructure Financing and Development. The members of the Conference Committee are Senate President pro Tempore John Burton, Senator Betty Karnette, Senator David Kelley, Assembly Speaker Robert M. Hertzberg, Assemblymember Dean Florez, and Assemblymember Scott Baugh.

The Conference Committee opened on May 23, 2000 with a discussion of the Governor's Transportation Initiative by the Business, Transportation and Housing Agency Secretary Maria Contreras-Sweet and a presentation on transportation needs by Commission Chairman Kellogg,, and has since heard presentations on California's transportation needs from regional transportation planning agencies, cities, counties, transit agencies and the public. The objective of the Conference Committee is to develop a legislative package to meet the State's long-term transportation needs. Any proposed legislation developed by the Conference Committee will be presented at the June Commission meeting.

## **AB 1930 (Scott) and SB 1497 (Schiff)**

At the May meeting, the Commission asked staff to analyze **AB 1930 (Scott)** and **SB 1497 (Schiff)**. These two bills are identical. They would repeal statutory provisions which authorize Caltrans to construct the uncompleted segment of the Route 710 Freeway in South Pasadena without a local freeway agreement. If these bills, completion of the freeway would be subject to the same provisions in effect throughout the rest of the State that require Caltrans to enter into an agreement with affected cities and counties before constructing a freeway that results in a local road closure. The analysis of these two bills is attached.

## **Legislative Calendar**

June 5, 2000 is the last day for bills to be passed out of the house of origin. A report on the status of bills dealing with transportation issues of interest to the Commission will be prepared after the June 5 deadline and presented at the Commission meeting. Other important dates in the next month include:

- June 15 Budget must be passed by midnight (Art. IV, Sec. 12(c)).
- June 29 LAST DAY for legislative measures to qualify for placement on the November 2000 General Election ballot. (Elections Code Section 9040; Art.II, Sec. 8(c))
- July 7 SUMMER RECESS begins at the end of this day's session if Budget Bill has been enacted (J.R. 51(b)(2)).
- Aug. 7 Legislature RECONVENES (J.R. 51(b)(2)).

**CALIFORNIA TRANSPORTATION COMMISSION**  
**LEGISLATIVE ANALYSIS**

**BILL NUMBERS:** **SB 1497 (Schiff) - As Amended 5/09/00**

**AB 1930 (Scott) - As Amended 5/03/00**

**SUBJECT:** **Interstate Route 710, South Pasadena, Local Freeway Agreement**

**STATUS:** **Assembly Transportation Committee (SB 1497)**  
**Assembly Floor (AB 1930)**

**DATE:** **June 1, 2000**

**BILL SUMMARY**

SB 1497 and/or AB 1930 would repeal statutory provisions which authorize the State Department of Transportation to construct the uncompleted segment of the Route 710 Freeway in South Pasadena without a local freeway agreement. Completion of the freeway, then, would be subject to the same provisions in effect throughout the rest of the State that require the department to enter into an agreement with affected cities and counties before constructing a freeway that results in a local road closure.

**BACKGROUND**

Existing law authorizes Caltrans to enter into an agreement with the city council or board of supervisors having jurisdiction over a street or highway that would intercept a proposed freeway route to close the city street or highway at the point of interception or make provision for alternate routing of the street or highway. Existing law prohibits the permanent closing of the street or highway by the construction of a freeway except pursuant to such an agreement.

Completion of the Route 710 Freeway in South Pasadena through the closure of an unconstructed 4.5 mile gap has been under consideration for decades. Route 710 was adopted in 1964, and a substantial portion was constructed, but in 1972 the City of South Pasadena approved an ordinance opposing the closure of local streets needed for the completion of construction. In 1982, the Legislature approved AB 1623 (M. Martinez), a precedent-setting measure which exempted Route 710 from the state requirement to obtain local freeway agreements with affected local jurisdictions. In 1993, however, a court injunction was issued prohibiting Caltrans from constructing the freeway without the local freeway agreements; the court ruled that the terms of AB 1623 had expired due to failures to meet specified deadlines. AB 2556 (D. Martinez) was passed in 1994, restoring the exception to the local freeway agreement requirement. The law authorized the department to construct the freeway segment if certain conditions were met.

These bills would repeal the existing exception in statute which allows the Route 710 freeway extension to be constructed without an agreement with the affected local communities.

## **ANALYSIS**

The author and sponsors of these bills contend that South Pasadena should have the same protections and rights as other local jurisdictions and that prior legislation suspending those rights was a grave mistake. Proponents say that the communities which would be affected by additional Route 710 construction should have an effective means of ensuring that negative community impacts and quality of life issues are mitigated.

Opponents of these bills say they would threaten 30 years of regional collaboration, study and compromise on efforts to meet the transportation needs of the region. They contend the bill would grant South Pasadena a veto power over the needs of the regional population and ignore potential environmental benefits from reduced traffic congestion, improved air quality and decreased noise resulting from the Route 710 extension.

Substantial potential costs, in the millions of dollars from the State Highway Account, to Caltrans to negotiate an agreement with the City of South Pasadena and to redesign basic elements of the I-710 segment located in that city to satisfy the conditions of any resulting agreement.

Caltrans estimates that if the freeway segment was completed, traffic volumes on the segment would approach capacity upon opening, or approximately 200,000 vehicles daily.

---

ROBERT I. REMEN, Executive Director

---

CHARLES C. OLDHAM, Deputy Director  
Policy and Legislation